

"Times" Advertising Rates.

ADVERTISEMENTS, "Wanted," "For Sale," etc., 5 cents per line daily or \$1.00 per line per month, payable at the counter. For square (six lines of nonpareil) \$5.00 per month. Higher rates for shorter periods. Cuts admitted to limited extent, but they must be on solid base and made in outline.

READING NOTICES, in nonpareil, per line, each insertion, 15 cents. Professional cards, per line, 50 cents per month. Marriage and death notices, funeral notices, \$1.00.

MIRROR ADVERTISING RATES.—Transients, per square (six lines), per week, \$1.00. Regulars, per square per month, \$1.50. Professional cards, per line, per month, 50 cents. Reading notices, in nonpareil, each insertion, per line, 15 cents.

Address: Telephone No. 20.
THE TIMES-MIRROR COMPANY.
TIMES BUILDING.
N.E. cor. First and Fort sts., Los Angeles, Cal.

Amusements.

HAZARD'S PAVILION.

—FIRST ANNUAL—

HAZARD'S PAVILION
September 12th to 15th
CONTINUING SIX DAYS.

FIFTY HUNDRED DOLLARS CASH premiums; splendid silver and bronze medals will be awarded for the most meritorious exhibits. An ELIZABETH BAY BROOD and ONE HUNDRED DOLLARS GOLD COIN premiums in the

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Special Notices.

THE RAILROAD BOOM

STRIKES THE LANDS OF THE

CALIFORNIA CO-OPERATIVE COLONY.

Every owner of property in blocks 4, 7, 20, 23 and 24, on the Colony tract, is requested to call at the Colony office immediately and sign an agreement for the right of way to the Pasadena, Ramona and Long Beach Railroad. The Colony has already granted the right of way through the town of Clearwater and donated a block of ground for depot purposes.

The railroad company means business and so does the Colony.

A series of improvements on the Colony tract will begin immediately.

Call at rooms 1 and 4 Newell block, Second and Main sts., Los Angeles.

HENRY FULLER.

SPECIAL NOTICE—LOS ANGELES, AUG. 1, 1887.—On and after this date, the firm of Fuller & Day is dissolved by mutual consent, and the business of the firm is continued by Henry Fuller & Co., or to M. C. Day.

HENRY FULLER.

G. A. R. MEETING—JOHN A. LO... Post meet every Monday evening in the new G. A. R. Hall, in McDonald block, on Main st., at 7:30 p. m. M. S. BARBOCK, Adjutant.

For Sale—City Property.

320 acres on Vermont ave., \$400 per acre.

100 acres on Wilmington Road; \$150 per acre.

100 acres of fine Walnut trees; \$200 per acre.

200 acres on Sixth st., outside of city limits; \$100 per acre.

20 acres south of Park station; \$250 per acre.

100 acres on Main st., near Second; \$100 per acre.

100 acres on Main st., near Washington; \$100 per acre.

100 acres on Main st., near Union ave.; \$100 per acre.

100 acres on Main st., near Diamond; \$100 per acre.

100 acres on Main st., near Broadway; \$100 per acre.

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For Sale.

For Sale—City Property.

Two lots in Kinney tract, near Main.

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SACRAMENTO REJOICES

OVER THE PROSPECT OF THE COMING A. & P. RAILROAD.

The "Bee" outlines the route of the coming Overland Road—"The Treasures of the North and South at the City's Feet."

The Sacramento Bee, of the 9th inst., prints the following announcement, double-headed, under the above quoted head-lines, and the following besides: "Sacramento as a great inland emporium—Leaving tribute upon the whole grand State.—The Western terminus of a trans-continental line."

The importance of Sacramento and her position as the keystone to the commerce of the great Sacramento valley, have not escaped the attention of observing people elsewhere, however much citizens at home have neglected to take advantage of these advantageous conditions. No city on the Pacific coast can show a surer destiny, for the sufficient reason that nature has not elsewhere arranged for a great city as she has here.

Among those who have not been slow to recognize the city's importance and the inevitableness of her future greatness is the capitalist combination of Bostonians, organized under the name of the Atlantic and Pacific Railroad Company. The Bee is able to record with considerable show of authority, that the Atlantic and Pacific road will be running into Sacramento within thirty months, or as much earlier as energy and capital make it.

LINE OF THE ROAD.

The Atlantic and Pacific is already built as far as Mojave Station, in Kern County. Engineers are now running lines from Mojave, with an objective point at about where San Joaquin City now stands, on the banks of the San Joaquin river, near the boundary line between San Joaquin and Stanislaus. Thence the road will be run through San Joaquin, via Stockton, to Sacramento, which will be the terminus. The company have not determined whether to bring the line up the east or west side of the San Joaquin river, or, if they have so determined, they have kept the matter quiet. But that is a question that does not materially affect Sacramento, which is chiefly interested in having the railroad come here. Whether it shall be run on the east or west side of the San Joaquin, it will tap the great counties of Kern, Tulare, Fresno, Merced, Stanislaus and San Joaquin, and skirt along within traveling distance of San Luis Obispo, Monterey, San Benito and Santa Clara. It is reasonably certain that the Atlantic and Pacific people would now be actually building the new road were they not temporarily engaged in building a Chicago connection through Colorado and New Mexico from their southern main line.

SENATOR STANFORD'S VIEW.

At the recent conference between Senator Stanford and a delegation of Sacramento citizens, the president of the Southern Pacific spoke glowingly of the prospects of Sacramento's growth. While he did not distinctly declare that the Atlantic and Pacific would build to this city, he did convey the significant intimation of that fact contained in the words: "No road can come into Northern California without including Sacramento." Senator Stanford never speaks in enigmas, and had there been no probability of another road coming here he would hardly have given voice to such an expression.

WHAT ANOTHER ROAD MEANS.

The benefit of another transcontinental railroad coming here from the south, and with its terminus here, can hardly be estimated before the fruition of the plan. The enlargement of the trade area by its almost limitless extension southward is a consideration in itself enough to attract the attention of the business community. But it is not the greatest of the benefits that must come from the road's introduction. Sacramento will be the actual terminus of a great overland railway. Here will come the vast eastern business of the great empire of Northern California. The merchants of Marysville, Chico, Colusa, Red Bluff, Redding and every other northern city will be in the shadow of Shasta, who ship from the East, will order their goods to Sacramento and thence they will be distributed to their owners all around us, to the north and east and west. To handle a business of this magnitude now can be but faintly imagined, will require terminal facilities of enormous proportions, depots, freight sheds and an army of employees whose numbers can not be estimated. But it is a terminus of an overland road means a distinct commercial individuality for the city—an independent commercial existence. It means a whole new rivalry between the great cities of the country, and the business communities, a name and fame throughout the whole country and metropolitan facilities and standing that will take off the sneer of an "interior" city. The city's recognition from our haughty neighbor by the sea.

A GREAT COMBINATION.

The capitalist combination to control the new road to Sacramento is one of the most powerful in the country. Last year saw the concerted activity in railroad building, yet this combination, representing the Atchafson, Topeka and Santa Fe, the Atlantic and Pacific and the California Southern systems, built 25 per cent. of all the new roads in the entire country last year. Their success in Southern California is current history. So satisfactory has been the management of the Pacific Coast business of these companies that the management is able to command all the capital it can use. It was doubtless this phenomenal success that induced those in control to determine upon an extension of the system into the great valley of the Sacramento. They saw the marvelous possibilities of this region. With their experience in the south it required no extraordinary sagacity to discern that here a prosperity more substantial and enduring than is possible in the south must surely follow as the reward of well directed enterprise and energy. What they have done in Southern California they can do here, and from the record of their work there is no doubt that they will make the endeavor. Through their efforts wastes have been made to bloom and cities to spring into being almost in a day. A vast population has been brought in from the East, and the throng even now continues to pour in, buying land at fabulous prices, beyond its possibility of ever giving a return on the investment. All these things, and more, we may expect for Northern California, with its vastly greater wealth of soil and its climate, for which the alternately parched and frozen tenderfoot pines.

The Bee is in receipt of strong congratulatory evidence of the truth of the report of the speedy advent of the Atlantic and Pacific road into Sacramento. It is known that W. A. Bissell,

the manager of the Atlantic and Pacific, has been in this city for some days. Gen. Hazeldine, general solicitor for the Atlantic and Pacific, has also been here. The presence of these gentlemen at this time may be taken as a straw whose gyrations may possibly show which way the wind blows.

On His Way Home.

(Ohio State Journal.)

Col. Swan, although an ex-Confederate and a Democrat, has the right view of the Cleveland portrait business, and his utter contempt to shame the few malignant Copperheads in the North, who insist upon humiliating the old soldiers by making them march under the picture of a man whom they despise. As Col. Swan remarks, the veterans, as well as other people, have a right to make known their sentiments toward this man in any way short of personal violence that they may choose, and it is only the misguided and malignant fools with whom the Democratic party is cursed that desire to force this miserable issue upon the brave old boys after they have so often and so plainly indicated that they will not be coerced into doing homage to Grover Cleveland.

But Col. Swan will eventually see how tremendous is his error in exhorting the Republican party to abandon its principles for the sake of obtaining decisive South victories. When it does that it will cease to be the Republican party, the soul of the organization will have departed forever, and it will decay and die. Or even if it could continue to maintain a sort of vampire life after the animating spirit had fled, and, shorn of its vital principles, should ask the Southern people for support, it would find that it had committed moral suicide for nothing, and that it would be further from carrying a Southern State than ever before. The very men, in seeking whose votes it should thus crawl in the dust, would be the foremost in despising it. If there is any one thing that makes the Republican cause look hopeful in several Southern States today, it is anything that has given it its astonishing vitality in Kentucky and old Virginia, and made it formidable in North Carolina, West Virginia and Tennessee, it is simply that it has, more consistently than any other political party in history, stood fast by its cardinal principles, and steadily kept its glorious banner waving in the air. That consistency, that steadfastness, will give it victory at last, South as well as North, because the principles to which it adheres are eternally right, and right will always triumph in the end over darkness, ignorance and wrong. The Republican party never lowered its standard an inch that it did not lose by it, and the higher it raised it the more decisive was the victory.

Such men as Col. Swan will at no distant day see these things exactly as we see them; they will in a little while enroll themselves in the Republican ranks, and many of them ere they leave the stage of action will thank the Republican party for battling against all forms of class privilege, race prejudice and unjust discrimination amongst citizens, just as thousands of Southerners are now rejoicing in their hearts that the Republican party had the courage to extinguish the curse of human slavery. "Equal civil and political rights for all" is the sign by which we conquer, and a new and regenerated South, throbbing all over with a life never until recently known within her borders, will see in that sign a guarantee of her prosperity and the healing of all her ills.

What Shall We Do With Our Daughters?

(E. Shuster in the North American Review.)

All over Germany exist what are called "Sparcassen" (saving banks), which correspond, in a measure, to the endowment plan of the American assurance companies. The best known is the "Wilhelmskasse," named after the Emperor, who is its patron. At the birth of a girl the father and mother insure her (kafens sie ein) in such a case for as much as they are able to bestow every year on the future of their new-born baby girl. The amount is paid annually. The case lays out the money in behalf of the insured, at interest, chiefly in real estate. In this way the money accumulates, and at 18, or her majority, the girl is the possessor of a snug little capital. This will serve her to study any favored profession, go to some good conservatory, or start in business; and last, but not least, buy her trousseau, if she has a tendency to follow woman's true mission.

Now, why cannot well-to-do American women establish such a way of providing for their less fortunate sisters? What a blessed gift from a god-mother to a poor little girl such an insurance would be! I truly believe it would give zeal and encouragement to many true, poor parents, if by this small economy they could help to provide for their dear ones. It is better than a life insurance, for it takes away the "sting of death;" all may live and enjoy the fruit of their economy! How much better a yearly outlay would be, for people to provide for their children, than in costly toys and extravagant dress, by which children are brought up to expectations.

Patti's Kindness to a Poor Woman.

(Pall Mall Gazette.)

Mme. Patti's kindly deeds for the poor who live in the neighborhood of her estate in Wales have often been spoken of. Our correspondent there sends us the following story about the great prima donna. It comes from the rural district of Ystradgynlais, in which is situated the Welsh seat of Mme. Patti, Craigynys Castle. An artisan who was out of employment was making his way from Brecon to Swansea in search of work, accompanied by his wife and their child, 18 months old. They had lost their way, and finding the unfortunate woman in a helpless condition had at once conveyed to the castle. Shortly after her arrival the woman gave birth to a boy, and the report states that both mother and child are doing well at the castle, and that it is intended to christen the child with an appropriate name in remembrance of the occasion.

G. A. R. in St. Louis.

(Chicago Republican.)

When the Grand Army of the Republic met at San Francisco last year, Mr. Cleveland was President, as he is now, but we venture to say that no Democrat in San Francisco thought of making a special display of a Cleveland banner on the day of the parade. The G. A. R. brought back with such memories of San Francisco hospitality and sympathy as did the whole State great benefit, and which will continue to be beneficial as long as the men who were the recipients of that hospitality shall live. The reception at St. Louis will naturally come in contrast with that at San Francisco. We have no doubt that the committee will endeavor to do all that can to maintain the credit of St. Louis.

"If You're Waking Call Me Early."

Porter, leave me here a little, call me up for

Second Floor—

Leave me here, when you want me, pound

thunder on the door.

Tis my room, and all round it, bell boys, clerks

and porters call;

Early are all the order every where along

this hall.

All night long I've answered rattling whacks

on every door but mine,

I've been jumping up and dressing every hour

since half past nine.

First, to catch a vagrant local that I never use

I dressed;

Then went back to bed, but started up to

catch a mail train west.

Then the porter called the paint man, who was

going south on freight;

Up I got and started with him—back to bed I

went late.

Then they called a white-goods fellow for the

owl train going east.

And for him I also answered, and my anger

was increased.

So, through the shadow of the night, I dressed

and undressed until day.

Better slumber in a day-coach than at hotels

run this way.

Now—hey? What's that? Train's left me?

Gone a minute ago!

You called me half an hour ago? Three times?

You're a liar! Joemon river! Julius Caesar!

Left!

Another day at this hotel!

Just wait till I get these trousers and I'll

come out and kill a porter!

Great Scott! Awake all night and then left!

BUREAU.

A Baby's Command.

Just three years old was our baby,

A little mischievous lass she

A grass plot to her meat country,

A fountain the boundless sea.

For all of her tiny lifetime

Has dreamed midst the houses high,

Whose tops, to her childish fancy,

Were part of the arching sky.

So one August day when his sunship

Was baking the city brown,

We carried her off to the seaside,

Away from the breathless town.

Stripped her of socks and slippers,

Regardless of frocks and fan,

And told her to go and frolic

As only a baby can.

But she stood with her wee hands folded,

A speck on the sandy shore,

And gazed at the waves advancing

With thundering crash and roar.

We knew that some thought was stirring

The depth of her little brain,

As she listened to God's great organ

Pealing its grand refrain.

At last in her clear child's trouble,

As sweet as a robin's trill,

With one little finger she said:

She cried to the sea, "Be still!"

Ah, dear little fair-haired baby,

Like you in this mortal strife,

There's a many a one made weary

And stunned with the waves of life.

But the billows of both, my darling,

Are moved at the Master's will,

And only his voice can hush them,

By whispering: "Be still!"

—Lillian D. Rice in the Punsy.

The Loudoun Cavalry.

(Cor. Washington Star.)

A good story is told illustrating the bravery of the Loudoun Cavalry of this region (the Loudoun Valley in Virginia) during the war. A company composed of young men who were hereabouts was enjoying a furlough at home, and many of them ere they leave the stage of action will thank the Republican party for battling against all forms of class privilege, race prejudice and unjust discrimination amongst citizens, just as thousands of Southerners are now rejoicing in their hearts that the Republican party had the courage to extinguish the curse of human slavery. "Equal civil and political rights for all" is the sign by which we conquer, and a new and regenerated South, throbbing all over with a life never until recently known within her borders, will see in that sign a guarantee of her prosperity and the healing of all her ills.

The Den-Cooper Suit—A Mistake.

(Santa Barbara Press.)

The report sent out by the Associated Press correspondent at San José and published in the late morning papers of Thursday, regarding the decision in the Den-Cooper suit, involving lands purchased by Ellwood Cooper on the Dos Pueblos rancho, was misleading; the suit was not decided in favor of Cooper, but is a decree of the court approving of a compromise made between the parties to the suit. The amount of land involved was also much less than that stated in the dispatch.

"Sunset."

One of the grandest sights is to stand on

any one of the Sunset points and see the sun set

in old Pacific with golden splendor. Sale

of Sunset lots begins Monday, August 15th.

Room 16, over Los Angeles National Bank, up-

stairs. E. E. Hall, Secretary.

On account of the increased travel east,

the Santa Fe route has arranged for extra Pull-

man cars on their route to Los Angeles. They

are also now running their emigrant

train from Los Angeles to Kansas City direct.

The best assortment of mantels and grates

ever shown in the city. E. E. Crandall & Co.,

131 and 133 West First street, the only ex-

clusive furniture furnishing goods house in the

city.

Sunset is in the direct line of march of the city

of the future. Locate a few lots at once. Sale

Monday morning, Room 16, over Los Angeles

National Bank. E. E. Hall, Secretary.

Only complete line of the hearths and facings

in the city. E. E. Crandall & Co., 131 and

133 West First street.

Rosencrans, only six miles from Los Angeles

and Ballona Harbor. Cheap fare and rapid

transit. Water with every lot.

Call on

Ross, Atwater & Co., if you must sell. 10

South Fort Street.

Go to Rosencrans and buy before it is too

late.

Look out for the Ella tract.

The new Santa Fe town.

Unclassified.

For Sale or to Lease.

One of the finest hotel properties in South-

ern California, viz:

The New Hotel at Tustin,

Los Angeles, containing about fifty

rooms; supplied with electric bells and all

modern improvements. It is situated in the

heart of a bearing orange orchard, with an

entire block devoted to ornamental grounds;

has large, sunny rooms and broad verandas,

with charming walks and drives through the

orange groves and vineyards in the vicinity,

and to the ocean on one side and the mount-

ain canons on the other. Delightful sea

breeze every day, making it equally pleas-

ant for either summer or winter resort. Ter-

minus of the Santa Ana and Tustin street-rail-

road, and easy access to both the Southern

Pacific and Atchafson, Topeka and Santa Fe

railroad depots. Address: TUSTIN LAND

AND IMPROVEMENT CO., TUSTIN, CALIF.

Van Halstead, California's Beachville, smokes

OLD JUDGE

OLD CIGARETTES

In preference to all others. Do likewise.

ALBERT MAU & CO., San Francisco, Sole Agents

DRESSMAKING.

MRS. M. MINARD SUPPLE,

The Leading Dressmaker of Los Angeles, for-

merly cutter and trimmer in the San Fran-

cisco, Chicago. TAILOR WORK A SPECIALTY.

Tailoring work on short notice. City

of Los Angeles, 121 North Spring Street, Los

Angeles, Cal. Telephone 98.

Real Estate—Fillmore City.

Rare Opportunity for Profitable Investment in the Santa Clara Valley.

THE SESPE LAND AND WATER COMPANY OFFER AT PRIVATE SALE TOWN LOTS IN FILL-

MORE CITY, AND 8000 ACRES OF THE FINEST FRUIT LAND IN SOUTHERN CALIFORNIA.

Lands are located in Santa Clara Valley, Ventura county, on the Southern Pacific Rail-

road, fifty-two miles from Los Angeles, midway between Newhall and Ventura. Depot

already built.

Good accommodations for land-seekers at Fillmore City.

Trains from Los Angeles arrive at 11:30 a.m., and leave for Los Angeles at 1:30 p.m.

Free transportation to Fillmore City and return to purchasers of land.

All the lands under the great ditch of the Ventura Water and Improvement Company,

carrying 4000 inches of water.

Only sixty acres in town lots.

One inch of water to each ten acres of land.

Water piped to each tract and in front of each lot.

Prices will be advanced after September 15th.

The finest fruit land in the State, \$125 to \$300 per acre, including water: all lands on sunny

slope of the valley.

Fruit-trees now yielding from \$100 to \$400 per acre.

The finest water-power in the State should make Fillmore City a manufacturing center.

Buy now, before the boom commences, and increase your wealth.

This sale will inaugurate the boom in Santa Clara Valley, and prices will surely double

in three months.

Prices are made from an agricultural basis and our lands are sold only on their merits.

You can buy at the office as well as through your agent.

Fine residence lots in oak groves.

September 15th the company will open an office at Fillmore City for sale of its property.

FOR MAPS AND PRICES CALL AT THE COMPANY'S OFFICE,

No. 242 North Main Street, Los Angeles, Cal.,

M. DODSWORTH, President;

FRANCIS BATES, Secretary,

Or any of the following Directors: W. H. Perry, F. C. Howes, S. H. Mott, W. H. Goucher, Dr. C. E. Glacius and H. J. Crow.

Real Estate—Wolfskill Orchard Tract.

--:- The Plans Have Arrived! --:-

WORK HAS COMMENCED!

On the Magnificent Southern Pacific Railroad Depot to be Erected on the Wolfskill Tract,

The Great Passenger Depot of the Southern Pacific Railroad System.

This Depot Will Be the Finest on the Coast.

LOTS FOR SALE BY THE

LOS ANGELES LAND BUREAU,

A CORPORATION.

EASTON, ELDRIDGE & CO.

Secure Your Lots Before the Prices Advance.

Real Estate.

George W. Frink, President.

Real Estate.

FOR SALE.

--:- BARGAINS IN GILT-EDGE INSIDE PROPERTY AT OWNERS' PRICE --:-

BY

J. A. Turner & Co., 124 W. First St

You Cannot Rent Desirable Property!

--BUY A HOME--

We make a specialty of HOUSES AND COTTAGES. We list a few below, and have a large

list on our books, many of which are for sale on easy terms, with all modern

improvements. Call and examine our list before you buy.

5-room cottage on Diamond, just completed; all modern improvements; a splendid place,

street cable line.

7-room house, hard finish, bath, pantry, closet, gas-pipe in house, all nicely finished, only

\$4200.

20 acres near Fulton Wells, \$125 per acre.

SOCIAL STUDIES.

The Young Woman Who Finds the Engaged Couple and the Bride. (White Sulphur Springs Letter.)

Yonder, in the magnificence of precious stones and precious stuffs, is the Spirit of Cosmopolitan Youth. She is here, as she is everywhere, one of her kind, like a tuft of painted thistle down being blown by the winds of circumstances into every hotel parlor. She would be a handsome woman if she did not insist on being a portrait of herself. The white whiteness and ruddy redness of her face would not deceive a blind man. The arch of the eyebrows is too perfect, if its forgery were not too apparent. The brown ringlets may be real, but they judge by the company they keep. She is a boon to all the other women. The parlor is her privilege every hour of the day, and the homeliest of them, in her candor, feels a sense of superiority. She is an interesting problem. What her theory of beauty is, what her conception of the human vision is, what she imagines her effect to be, how she can fail to see that she is the painted jigsaw in the dower chest, and even the most innocent of the little squabs know it, are questions which she herself could not answer. She does not look altogether happy. Nobody ever is who wears a mask.

The Little Widow is in her glory tonight. She is not very old in widowhood, for the moisture of the tears that have not quite ceased falling makes her eye humid and brilliant. She has an adorer to her taste, and the subdued coquetry of grief that she displays is a delicate study. The suggestiveness of her black gauze dress brings faintly into view a white marble tomb in the distance behind her, vague and growing vaguer, like the background of a fading photograph. She has a lady friend beside her to help the conversation, partly for appearances, partly because she knows that three people can talk much better than two during the early stages of her acquaintance with him. Her sighs are tenderly managed. Her far-away look at times would indicate that she is gazing across the swift and silent tide that flows ceaselessly along the dark, dim walls of the world to a gentleman whom she knew quite well, who is sitting lonesomely among the asphodels on the other bank, holding a bouquet of scentless immortelles to a nose that does not smell. She is not gazing there, however. She has grown a little near-sighted on her account, or she would not tonight be smiling at the gentleman whom, if the sowing seed bears fruit, she will one day be reminding of those many virtues in his predecessor which she never discovered till she found them in the epitaph. She should cherish the memory and conserve the grief as long as possible, however, for grief is a wonderful by-path to many sympathy, and there is no female Jew in all the catalogue of Tiffany's one-half as effective as the eyelid's trembling tear.

The Engaged Couple are sweetly contented. They are sitting together on a table-top in the parlors, and the low, confidential way which has characterized them all the day. The average young lady in the South takes an engagement quite as a matter of course, and a disengagement with equal casualness. Some of them would have difficulty in telling just whom they are engaged to at present, and are in imminent need of a set of double-entry books for their love affairs. This is a real engagement, however, for since they breakfasted side by side and absorbed wheat cakes in sweet sympathy, with maple sirup on their tongues, they have been together. He ought to know her face by heart by this time, and she, his, but they keep on gazing with an unsatisfied curiosity. "When we are married," he says now and then, and halts a little, while she reddens slightly, but looks much more unconcerned than an uncertain person ever could. They have not gotten quite used to it yet, but he likes to say it, and they are making all sorts of plans which will give place to an entirely different set of plans when they get located in the new state to which they are immigrating. Andrew Carnegie wrote that the reason our air castles are never realized is that before we reach them we have built other and higher ones beyond and beyond and forget the old ones attained in gazing at the new ones afar. He ought to make a copy and send it to the engaged couple. The country needs a sentimental geography that sets of matrimonial charts just now, and all contributions to the work would be of practical value.

They are much more at ease than the bride and groom, however. He is a blushing boy of 42, and she a blushing girl of 18, and they are both in their happiness, with the open frankness of a sentimental jack-o'-lantern. She is somewhat ill at ease, however, and her mouth curves downward at the corners. Here, from out of the crowd, she suddenly and she has the air of one to whom the lazy languors of matrimony were an unexpected, heaven-sent relief from the daily duty of composing nutron hash and appalling encroachments of a housewife. Her fine clothes do not hang very well, and certain portions of her figure have apparently not all the roundness that nature designed and the modiste supposed, so she consequently has a sort of misfit air that troubles her and makes her suspicious of hidden ridicule. At the table she peeks her food at thoughtful intervals and looks cautiously at her between each pair of pecks, like a hen that is ill at ease. She sees everything that is going on, which is fortunate, for he sees nothing but her. How he happened to find her in the social grab-bag is one of the many mysteries, for not one man in a million would have kept the prize after unwrapping it. Perhaps the hand that wrought Eve for Adam guided the blushing bridegroom to his 57-a-week Eden, for Adam was certainly not happier nor Eve more surprised at the development of affairs.

EISINORE MINES.

What an Editor Saw At and About "Terra Cotta City." (Cor. Southern California Christian Advocate.) This place is aptly named, for we got out about four and one-half miles to the northwest among the irregular hills, which form the foothills of the Santa Ana mountains, we saw loaming up before us the mammoth sewer-pipe works of the Southern California Cement and Clay Company, J. D. Hoff, half owner and manager. The structure is 40x200 feet, with two large ovens surmounted by gigantic chimneys. The whole is nearing completion. When the plant for this sewer-pipe works arrives from the East, a large number of men will be given permanent employment, and we shall see Terra Cotta City loom up in importance as manufacturing town. Going up the hill a few hundred yards, we came to the mines, from which comes a peculiar variety of products.

First is a coal mine, the overlying shale being highly inflammable, and shipped as far as San Francisco to be used in producing illuminating gas. Layers of coal in varying thicknesses from three to six feet alternate with layers of superior white fire clay. Sam-

ples sent to Eastern factories in New Jersey and Pennsylvania received the highest praise as being better than anything obtainable elsewhere in this country. Sewer pipe, ornamental facing brick and fine queensware are among the possibilities of this marvelous deposit. Then to find at this same mine fair quantities of coal, which gets better and better as the dip is followed under the mountains. And more, there flows from the mines all the water necessary for all future use in running the machinery connected with these works. How marvelous are the provisions of the great Father for the needs of man.

The Cheney mine of coal and clay deposit, some two miles further, is quite similar to the first visited, but the clay and concrete are not mixed. We carried away some fine specimens from these mines, among them a beautiful white brick, made from the clay. A railroad from Pomona to Elinore is projected, and will open up the rich mining region to the outside world.

But there are other valuable deposits discovered and being worked in the vicinity of this embryo Pittsburgh. Very fine gold and asbestos mines have been uncovered, not far away, which await the magic wand of capital and labor to bring them to perfection. And who knows what else may be hidden away in the rugged bosom of these unpromising mountains?

POMONA AND ELSINORE.

Work on the New Railroad to Begin at Once.

The Elsinore News has information to the effect that the building of the Pomona and Elsinore Railroad is assured, and that in the immediate future it will begin. Work will begin as quickly as the preliminaries can be arranged. Mr. Heald returned from Pomona highly elated with the success of the meeting of the board of directors at that place, and told a News reporter, in answer to the question, "Will the Pomona and Elsinore road be commenced soon?"

"Promptly," Yes, sir, as soon as we get the right of way from the lake to Elsinore station.

"Do you anticipate any trouble from that source?"

"No, at least not much."

"Will the road follow the present survey in this vicinity?"

"I can't say to a certainty as yet. We prefer to come through the Chaney pass instead of through the cañon, but the engineers and the figures are against it. These figures may be over-estimated, as it is the shortest route and would accommodate both coal mines, also the sewer-pipe works and the railroads. With this arrangement it would run from Terra Cotta to Elsinore on my own land, and not discommode settlers in the valley."

"It is reported that your company are contemplating an extension to San Jacinto; is that the case?"

"Yes, we are considering the proposition of the San Jacinto people. The time they give is not long, but we may be induced to build within the time."

"We have also been told that parties are negotiating to have you extend from Pomona to Los Angeles?"

"Some very wealthy capitalists of Los Angeles will make us a proposition to that effect soon. I am not at liberty to give details in that direction, but will say that our road may be extended from time to time as the developments of the country demands."

"Where will the work commence?"

"At Elsinore, South Riverside and Pomona."

"When?"

"As soon as the right of way is assured, and the work will be pushed forward vigorously."

By far the best assortment and largest line of agate, stamped and japanned ware ever shown in Southern California. E. E. Crandall & Co., 133 and 135 West First Street.

Quick-meal gasoline stoves. None manufactured to equal them. E. E. Crandall & Co., 133 and 135 West First Street.

Visit the Kennedy Land Company for real estate bargains, 118 West First Street.

Santa Fe Springs will be put on the market in a few days.

Santa Fe Springs on the Santa Fe Route.

Look out for the Ella tract.

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J. W. FORTNEY, ARCHITECT, ROOM 15, 150 N. Main St., Los Angeles, Cal.

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W. NORTON, ARCHITECT, 28 N. Main St., Los Angeles, Cal.

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CAULKIN & HAAS, ARCHIT

rents, each spanned by a stout bridge. To construct this part of the road required almost as much skill and expenditure of money as was employed in building the section along the Fraser River. In many places new trestles show where the avalanches and floods of the previous winter had cut vast channels through the line, and in the ravines below were seen huge boulders and trunks of broken trees, mixed with splintered ties and twisted rails. The costly experience which was gained by the heavy damage of last winter is being utilized in the construction of stouter bridges, walls to turn the avalanches, and sheds to shelter from the slides of snow—so that little trouble is anticipated in the coming season of cold.

The actual snowfall—although it aggregated thirty-seven feet last winter upon the top of the Selkirk—has not interfered in the least with the running of trains. "We don't mind a few feet of clear snow," said the fireman who came forward on the locomotive to point out to us the damage caused by the slides; "our snow-plows walk right through it. But to build at a slide on one of these curves, when you don't know but there is a rock as big as a house inside it—that isn't so pleasant." "Suppose," we said, as we glanced into the valley, a thousand feet below, where the forest set up the points of its trees at a distance that made them look like pins; "Suppose a locomotive should leave the track hereabouts?" The fireman shrugged his shoulders. "The money you would get for the machine for old iron wouldn't pay to get it up," he replied, "and we should be lucky if enough of us was found to hold an inquest on."

Such remarks interest, but do not alarm us; on the cow-catcher we can feel every movement of the engineer; when his hand opens the throttle we know it from the engine's glad bound; when he checks our speed by a touch of the air-brake we experience a sensation as if we were held in a leash. We now come out of the mountains upon a level stretch of marshy meadows, down which we fly at lightning speed, the rush of air bringing tears to our eyes and a tingling sensation to our faces, and filling us with exhilaration by the mad rush of the most ancient monster. Then we strike the gorges again, and see before us a vast cloud of snowy smoke, streaked with red tongues of flame, apparently upon the very track over which we must pass. We run down an avenue set thickly on both sides with lofty cedars, which give the effect of some cathedral nave indefinitely prolonged. The wind wafts to us the odor of spicy gums, sweated from the trees by the stress of heat from numerous forest fires, the smoke from whose censers perfume perpetually these mysterious aisles.

A little below we came upon the fire, roaring up the mountain side at the left of us, the woods hissing and groaning at its touch, the earth from time to time shaken by the fall of some giant of the forest, which has come to this ignominious end at last. Then a rumbling leap over the rushing Columbia, here 700 miles from the sea, and we dismount at the pleasant station of Donald. After so much noise and excitement, stupendous scenery and natural wonder—peace. We see it in a little knot of graves upon the side of the river, each marked by a white head-board, where sleep the victims of an avalanche which swept upon a party of track-repairers last winter and buried five of them beyond rescue under tons of ice and snow. It was with a certain rude sentiment, and with an appreciation of the true fitness of things, that their companions laid them here; their requiem, the eternal road of the Columbia; their watchers, the solemn heights of eternal snow; their monument, the wonderful road which their efforts helped to build.

SIDNEY DICKINSON.

PROBLEM OF THE BUSTLE.

American Women in Paris Who Have Started a New Revolution.

[Paris Correspondent of London Telegraph.] Finding myself the other day in the company of some charming American women, and noting the almost entire absence of anything like *tourure* to mar the flowing lines of their most becoming and long trailing gowns, I began to put some faith in the report that we are on the eve of another dress revolution. It will not be the first time, by any means, that our transatlantic friends have taken the initiative. I believe crinoline itself was an American invention, therefore it is meet that they should make society some amends for the artistic wrong done to it. Perhaps it is going too far to hope that we are to return to sculptural folds once more and clinging skirts, or that the change contemplated is the complete eradication from feminine skirts of all such substances as steel and horsehair. This, almost all dressmakers will tell you, is impossible, nor is it, perhaps, advisable from an economic and practical point of view that the transformation should be sudden and absolute.

What would be done with the dresses now in wear? They would have to be either set aside, altogether or altered, and the possessors thereof must either demand an increased dress allowance—alas! for fathers and husbands—or doom their maids, more often themselves, to wholesale unripping and re-making. All skirts, to set well, as it is must be cut three inches longer behind, if not more, to give the springs and cushion fair play. Now, in the case of round skirts worn entirely without *tourure*, the back breadths need be no longer than the front. There is no doubt that the dress improver is of signal service where draped skirts are concerned. Indeed, custom has rendered it almost a necessity, or so ordinary dressmakers, not extraordinary innovators, declare. Therefore, it is very probable that the promised revolution will only be a half-hearted one after all, and that if little or no support be provided for training robes, or those which sweep the ground after the new manner, only a few inches, costumes made with draped upper skirts will be to a degree sustained, as heretofore, on a substrata of steel and horse-hair.

Be this as it may, everything points towards a decided reduction in the volume of skirts; the question will be—is, almost—how to "improve," where as hitherto it has been all the other way. Worth has for some months past left very little room in the foundation skirt for any extra fullness at the back, and in the arrangement of the upper draperies simplicity is and has been a prominent feature. A couple of breadths, lined or merely edged, are pleated to the waist and allowed to fall loosely; or one single wide breadth of woolen has two of its sides arranged in folds, so that a single long point hangs behind; or again, the tunic is a second rather scanty skirt lifted up in one or two places at the sides. The dress-makers who plead and gather a large quantity of stuff about a lady's figure are not following the best models, and I must warn the reader against imitating too closely the plates in the fashion books.

Where Peppermints Grow.
Oh, Myrtle Belle, what do you suppose?
If really dear, is it
I've been down into Candy Land
To see where peppermint grow.

I've been to Grandpa Percy's, dear,
Almost a month, seems it;
And, playing in the meadow there,
I snuffed a peppermint sniff.

At first I thought the candy-man
Was waiting there for me;
And then I spied, O Myrtle Belle,
A cunning peppermint tree.

There was no candy to be seen,
But baby flowers instead—
But they meant candy by and by—
Peppermints white and red.

And so when grandpa harvests in
His citron, squash and quince,
I'm going down to Candy Land
To get my peppermints.

—Bertha H. Burnham in Wide Awake.

A Variation of Hood.

I remember, I remember,
That boarding-house forlorn,
The little window where the smell
Of fresh cake came in at morn.

I missed the broken looking-glass,
The mattress like a rock,
The servant girl from County Clare,
Whose face would stop a clock.

I remember, I remember,
The gutta-serena hen,
That used to serve its chick of spring,
To thirteen hungry men.

We blasted it with dynamite,
We vested its bones full sore,
In vain: 'twas served up fricasseed,
For two or three days more.

I remember, I remember,
The next room a French wight,
Who practiced the B flat cornet
From early morn till night.

We stood his dreary "Peck-a-bo,"
"Sweet Violets" and more,
But when he tried "We Never Speak,"
We wallowed in his gore.

I remember, I remember,
The lengthy weekly bill,
Received by me with shudders and
The symptoms of a chill.

I also call to mind the night
When no one was about,
When into space I dropped my trunk,
And through the door—(Chicago Herald.)

540—Meadow Park Lots—\$40.
Owing to the rapid advance of real estate in this locality, and the demand for property near the ocean, I have made another subdivision in this tract, and now offer for a few days choice lots at \$40 per acre, \$5 per month.

Buy of the original owner, A. E. Walters, Wilmington, or A. C. Tubbs & Co., No. 3 East First Street, Los Angeles.

Sunset commands a magnificent view of the ocean, San Pedro and Catalina Island in the distance, with long lines of white breakers from Long Beach to Santa Monica. Every lot is so situated that a fine view is had of the mountains and ocean. Sale of lots Monday morning, August 15th, Room 16, over Los Angeles National Bank, upstairs. E. E. Hall, Secretary.

"Sunset."
The Sunset boulevard from Los Angeles to Santa Monica reaches its summit at Sunset, making a fine driveway 100 feet wide, lined with double rows of shade trees. Sale of town lots in Sunset begins Monday morning, August 15th, Office, room 16, over Los Angeles National Bank, upstairs. E. E. Hall, Secretary.

The Scenery of "Sunset"
Is grand, the mountains and sea vying with each other to please lovers of nature. A good chance to invest. Sale of town lots Monday, August 15th, Office, room 16, over Los Angeles National Bank, upstairs. E. E. Hall, Secretary.

"Sunset."
Situated on the line of the new Santa Monica steam motor foothill railroad, is twelve miles from Los Angeles and five miles from Santa Monica. Sale, Monday, August 15th, room 16, over Los Angeles National Bank, upstairs. E. E. Hall, Secretary.

Rosecrans is the cheapest and best place for investment and speculation. Why? Because you can trouble your money this fall. Buy before the myriads flock from the East to buy up all the choice locations. The motor road to Rosecrans will be built at once.

Sunset will have plenty of pure, cold, mountain water piped to every lot. Sale begins Monday morning, August 15th. Room 16, over Los Angeles National Bank. E. E. Hall, Secretary.

A fine view of Sunset can be had from Angeleno Heights. Sale of lots in Sunset begins Monday, August 15, Room 16, over Los Angeles National Bank. E. E. Hall, Secretary.

A. Lotze & Son's steam tables, carving tables and wrought steel French ranges. Best made. E. E. Crandall & Co., 133 and 135 West First Street.

Get rich this fall by buying at Rosecrans.

Proposals.
Bridge Plans.
OFFICE OF CLERK OF BOARD
of Supervisors of Los Angeles county, Cal.
Plans and specifications, with bids based upon same, will be received at this office until 10 a.m., September 30, 1887, for two bridges of either "iron" or "combination," one to be built over New San Gabriel river at "Pico" crossing. Bridge not to be less than 250 feet in length with 25-foot roadway and approaches 40 feet each. One to be built over Old San Gabriel river at "Llanito" crossing. Bridge not to be less than 60 feet in length, and approaches 30 feet each. Certified check of \$200 to accompany bid. Board reserves the right to reject any or all bids.

By order of Board of Supervisors of Los Angeles county, Cal. C. H. DUNSMORE, Clerk.

Proposals for Building Street Railway.
SEALED PROPOSALS WILL BE
received at the office of the Orange Grove Street Railway Company, in Pomona, Cal., until 12 o'clock m., September 25, 1887, for constructing about two and a half miles of street railway.

Bids to include all material to be used in the construction of said road, and the company reserves the right to reject any or all bids.
For information as to specifications address P. C. TONNER, Secretary, Pomona, Cal.

Notice to Contractors.
BIDS WILL BE RECEIVED UNTIL
Friday next, at 12 m., for the construction of a three-story and basement brick building now plans are now ready at the office of H. R. LEONARD, Architect, 44 1/2 South Spring Street.

Lumber.
WILLAMETTE STEAM MILLS
LUMBERING AND MANUFACTURING CO.
(Formerly the Oregon Lumber Co.)
OREGON PINE
AND CALIFORNIA
REDWOOD LUMBER
Of every description at their new yard
ON DATE, CHAVEZ AND MISSION STS.
Particular attention paid to orders for unusual lengths and dimensions. Orders solicited.
J. A. REED, Agent.
J. A. HENDERSON, President.
J. R. SMITH, Vice-President and Treas.
WM. F. MARSHALL, Secretary.
—SOUTHERN—
CALIFORNIA LUMBER COMPANY
LUMBER AND BUILDING MATERIAL.
Office and yard 180 E. First St., Los Angeles, Cal.
THE W. H. PERRY
LUMBER AND MILL CO.'S
LUMBER YARD AND PLANING MILLS
Commercial Street.
Wood and Coal.
AUSTRALIAN COAL,
WHOLESALE AND RETAIL—At yard of the Los Angeles Gas Company, corner Aliso and Center streets.
LOS ANGELES GAS COMPANY,
Office No. 9 Sonora street.
HAY, GRAIN, WOOD AND COAL.
STANBURY BROS. & HARVEY, Port St., First and Fifth. Telephone 478. Or send promptly attended to and delivered to any part of the city. Patronage solicited.

Unclassified.

ELECTRO-MAGNETISM.

THE NEW MEANS OF CURE.

DR. E. ROBBINS'S ELECTRO-MEDICAL

INSTITUTE.

Corner First and Spring sts., entrance on First st., is now fitted up, at considerable expense, with everything that is necessary to cure chronic and so-called incurable diseases by the most electrical apparatuses in the world.

Turkish and Russian baths; also Electric, Sulphur and Eucalyptus baths. Dr. Robbins has had several years' experience in the Australian colonies, San Francisco, Salt Lake City, Denver, and five years in Los Angeles; and hundreds of leading citizens can testify to the wonderful effects of electricity in curing cases of chronic diseases when all else had failed, and therefore all persons suffering should try this new remedy before abandoning all hope.

After every medical treatment the patients are given the Massage treatment by the hands of the doctor, or by one of his assistants, without explanation from the patient. His office hours are from 9 to 12, 1 to 5 and 7 to 9.

CALKINS CARRIAGE CO.,
Corner Los Angeles and Arcadia, sole agents for Southern California for
THE STEEL CAR BUGGY.

No Wood to shrink, break, decay or wear out. No bolts or clips to become loose or pull apart. A gear made entirely of steel, riveted together, cannot be broken, will last forever.

MANUFACTURED BY
THE ABBOTT BUGGY CO., CHICAGO.

Also, for the Buckeye Buggy Co., Columbus, O.; R. F. Briggs & Co., Amesbury, Mass.; A. W. Perry & Co., Amesbury, Mass.; Hiram W. Davis & Co., Cincinnati, O.; Dayton Buggy Co., Dayton, O. Repairing, painting and trimming.

DON'T BUY A RANGE
Until you have seen the
NEW MODEL MEDALLION.

The best and most economical Range ever put on the market.
Hardware, Rubber and Leather Belting, Rubber Hose, Cotton Hose, Iron Pipe, Pumps, Shovel, Spades, Forks and Rakes, Spray Pumps for the Garden Bug, Stamped Ware, Agate Ware, Tin and Steel Iron Ware (our own make). The best selected stock in town, and as low as can be bought anywhere.

SANITARY PLUMBING, METAL ROOFING.
ANTERIAN WELL PITS A SPECIALTY.
The best stock of Refrigerators, Water Filters, and Coolers in the city, and the cheapest.

W. C. FURREY,
30 and 41 Spring st.

ELEGANT SHAPE,
HEALTH AND
COMFORT
Perfectly Combined in
MADAME FOY'S
SKIRT SUPPORTING
CORSET.

It is one of the most popular and satisfactory in the market. Sold by all leading dealers.
Price by mail \$1.50.

LOS ANGELES
RUBBER STAMP
COMPANY.
SEALS,
Brass Stencils,
Rubber Stamps.

ALLEN
BLOCK

RAILROADS
To Redlands, Laguna, Crafton and Montone.

Pending the completion of railroads from Colton and San Bernardino to the above-named places (now being constructed) it has become necessary in order to accommodate the rapidly increasing travel, to add to the present facilities. Two stages daily from San Bernardino.

Beginning on the 1st of September a four-horse Concord coach will meet all passenger trains at Brookside Station on the Southern Pacific Railroad.

All persons desiring to visit East San Bernardino Valley, the prettiest and most lovely valley in the State, will find the coach at the above station.

JUST OPENED.
THE ACME HOTEL,
Corner Fair Oaks ave. and Dayton St.,
Pasadena, Cal.

STRICTLY FIRST-CLASS!
NEW BUILDING!
NEW FURNITURE!
NEW EVERYTHING!
G. D. WEBSTER, Proprietor.
JAS. COVELL, Business Manager.
A. F. RLY, Clerk.

THE NEW PARAGON
SCHOOL DESK.
THE BEST IN THE WORLD.

The undersigned have this day been appointed Sole Agents for Southern California for the sale of the "Paragon School Furniture," and are now prepared to quote LOWEST PRICES to all requiring a FIRST-CLASS SCHOOL DESK.

LAZARUS & MELZER,
Educational Bookseller, Los Angeles, Cal.

Z. REED,
Manufacturer and Dealer in
SADDLES AND HARNESS,
WHIPS, COLLARS, ROBES, ETC.

Repairing Promptly Attended to and Neatly Done.
362 E. First, cor. Vine St., Los Angeles, Cal.

WHEN YOU OPEN A PACKAGE OF
GYPSY QUEEN
CIGARETTES

Notice the delicate color, the superiority of workmanship, and the exquisite aroma from the light cigarettes.
ALBERT MAU & CO., Sole Agents.

COOPERAGE—TANKS, BARRELS, KEGS, etc., made on short notice at reasonable prices. Call on or address
C. H. HALL,
East First Street, Los Angeles.

Real Estate—Wynetka.

WYNETKA!

N'O IRRIGATION! .-:- NO FROST!

The most charming spot on the line of the Foothill Railroad, running from Los Angeles to Santa Monica and Ballona Harbor, and nine miles west of Los Angeles.

THE SUNSET BOULEVARD, 100 feet wide, seven miles of which is already nearly finished, runs through this beautiful tract, and will be extended to Santa Monica.

The scenery at and around Wynetka is delightful, commanding, as it does, a fine view of Los Angeles and the sea.

Wynetka is largely owned and controlled by the railroad company, and one of the finest depot buildings on the line, with all necessary sidings, will soon be built at this point.

Wynetka is laid out into business, residence and villa lots, with wide streets and several parks.

This tract will be put upon the market positively September 12th.

Our team will commence on Thursday, September 1st., to make daily trips to Wynetka, leaving our office at 9 a.m. each day except Sundays.

Call and enjoy a free ride to this charming subdivision and invest your money in property that is rapidly appreciating in value.

PURE WATER will be piped to every lot in this tract at once.

ROUNDS, MILLER & CO.,

SOLE AGENTS, - - - - 113 WEST FIRST STREET, ROOM 1, UP STAIRS.

Real Estate—Porter Land and Water Company.

WE GUARANTEE

Free Water Piped to Every Tract of Land, and Require None of the Deferred Payments Until This is Done.

Water system will be completed in thirty days.

Hotel will be built by November 15, 1887.

No Scalebugs. Finest land in the State.

Agent, with teams, always at San Fernando to show property.

Acre property and town lots.

TERMS: Five Per Cent. Cash, 29 Per Cent. in Thirty Days; Balance in One and Two Years, with 8 Per Cent. Interest.

LIBERAL REDUCTION PARTIES WHO DESIRE TO PLANT FRUIT TREES.

Porter Land and Water Co.,

JOHN B. BASKIN, Secretary.

Room 9, Los Angeles National Bank Building,

DIRECTORS—Jesse Yarnell, Dan McFarland, L. T. Garney, E. A. Forrester, John B. Baskin, E. E. Hall and John C. Bryson.

Real Estate—Bonnie Weiss Tract.

Boom! Boom! Boom!

BE ON HAND FOR THE GRAND SALE OF THE

BONNIE WEISS TRACT

CORNER NINTH AND ALAMEDA STREETS,

The Gem of All the Tracts! Situated Near the New Passenger Depot of the Southern Pacific Railway Co.

LOTS WILL BE SOLD AT PRIVATE SALE

ON AND AFTER MONDAY, AUGUST 29, 1887.

PRICES FROM \$600 TO \$1000. EASY TERMS.

This grand old homestead is one of the most highly improved properties in the city and is in splendid order. It is covered with peach, orange, pear, apple, apricot, fig, chestnut, walnut, lime, lemon and other trees, in full bearing.

Fine banana grove and vineyard. Beautiful cypress hedge. Exquisite flowers and shrubbery. The whole property is being irrigated and cared for

own to the day of sale; is in tiptop order. Owner of the property will build a handsome residence thereon. Every lot perfectly level.

TERMS OF SALE—One-third cash, one-third in six months, one-third in twelve months; interest on deferred payments 8 per cent. per annum.

For further particulars, prices and catalogues, inquire at office of

Free Carriages.

STAUNTON & MATTHEWS,

3 NORTH MAIN STREET, LOS ANGELES.

DOWNNEY, Cal., Oct. 26, 1886.
Times-Mirror Company: I am very much.

MRS. A. W. WORM,
Corner Oak and Ocean, Los Angeles